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## IN THE CLAIMS

1. (previously presented) A fuel injector remover for removing a fuel injector from a cylinder head of an engine wherein the fuel injector is located within a counterbore of the cylinder head, the remover comprising:

a prime mover having a piston capable of translational motion from a first position to a second position, wherein the piston defines a central bore;

a snout portion attached to the prime mover and defining a central bore generally coaxial with the central bore of the piston and having a first end and a second end, the second end being attached to the prime mover and wherein the first end defines a tapered portion sized such that the tapered portion will abut an outer diameter of the cylinder head counterbore to center the prime mover over the fuel injector;

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second threaded end, the puller rod extending through the central bores of the piston and the snout;

a threaded fastener for attachment to the second threaded end of the puller rod after the puller rod has been inserted through the central bore of the piston;

wherein when the puller rod has been attached to the fuel injector, the puller rod has been inserted through the central bore of the piston, and the fastener has been attached to the puller rod, the prime mover may be operated to force the piston from the first position to the second position to separate the fuel injector from the cylinder head.

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2. (currently amended) A fuel injector remover for removing a fuel injector from a cylinder head of an engine comprising:

a prime mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the second end being attached to the prime mover and the first end defining a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector; and

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second end removably engageable with the prime mover while the second end is engaged with the fuel injector, with the puller rod being movable by the prime mover from a first position where the first end of the puller rod is adjacent the first end of the snout portion to a second position where the first end of the puller rod is spaced from the first end of the snout portion, movement of the puller rod to the second position thereof then operating to separate the fuel injector from the cylinder head, the puller rod freely achieving separation of the fuel injector;

further comprising a reduced diameter section attached to the second end of the snout portion and adjacent the tapered portion capable of extending into the counterbore of the cylinder head; and

an interface flange located between the prime mover and the snout portion, the interface flange defining a central cavity continuous with the central bore of the snout portion, the central cavity having a tapered portion sized such that the tapered portion prevents removal of the first end of the puller rod through the interface flange.

3. (cancelled)

4. (previously presented) The fuel injector remover of claim 2 further comprising a threaded fastener for attachment to the second end of the puller rod after the second end has been inserted through a central bore defined by the snout portion and the prime mover, with the fastener being sized such that the puller rod is captured on the prime mover and within the central bore of the snout portion when the fastener is attached.

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5. (previously presented) The fuel injector remover of claim 2 wherein the prime mover is a hydraulic cylinder.

6. (previously presented) The fuel injector remover of claim 2 wherein the puller rod further comprises at least two opposed flat surfaces for enabling a wrench to rotate the puller rod.

7. (previously presented) The fuel injector remover of claim 2 wherein the puller rod further comprises a hex-shaped outer surface for enabling a wrench to rotate the puller rod.

8. (previously presented) The fuel injector remover of claim 2 wherein the first end of the snout portion has two opposed flat surfaces that define a narrowed dimension.

9. (previously presented) The fuel injector remover of claim 2 wherein the second end of the snout portion has two flat surfaces that define a narrowed dimension.

10. (cancelled).

11. (previously presented) The fuel injector remover of claim 10 wherein the puller rod defines a tapered portion of generally the same angle as the tapered portion of the interface flange.

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12. (previously presented) A fuel injector remover for removing a fuel injector from a cylinder head of an engine comprising:

a prime mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the second end being attached to the prime mover and the first end engageable with the cylinder head, the snout portion and the prime mover together defining a central bore;

a puller rod having a first end adapted to be removably engaged with the fuel injector and movable by the prime mover from a first position where the first end of the puller rod is adjacent the first end of the snout portion to a second position where the first end of the puller rod is spaced from the first end of the snout portion; and

an interface flange located between the prime mover and the snout portion, the interface flange defining a central cavity continuous with the central bore of the snout portion, the central cavity having a tapered portion sized such that the tapered portion prevents removal of the first end of the puller rod through the interface flange.

13. (previously presented) The fuel injector remover of claim 12 further comprising a threaded fastener for attachment to a second end of the puller rod after the puller rod has been inserted through the central bore of the snout portion and the prime mover, the fastener being sized such that the puller rod is captured on the prime mover and within the central bore of the snout portion when the fastener is attached.

14. (previously presented) The fuel injector remover of claim 12 wherein the prime mover is a hydraulic cylinder.

15. (previously presented) The fuel injector remover of claim 12 wherein the puller rod further comprises at least two opposed flat surfaces for enabling a wrench to rotate the puller rod.

16. (previously presented) The fuel injector remover of claim 12 wherein the puller rod further comprises a hex-shaped outer surface for enabling a wrench to rotate the puller rod.

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17. (previously presented) The fuel injector remover of claim 12 wherein the first end of the snout portion has two opposed flat surfaces that define a narrowed dimension.

18. (previously presented) The fuel injector remover of claim 12 wherein the second end of the snout portion has two flat surfaces that define a narrowed dimension.

19. (previously presented) The fuel injector remover of claim 12 wherein the puller rod defines a tapered portion of generally the same angle as the tapered portion of the interface flange.

20. (previously presented) The fuel injector remover of claim 12 wherein the first end of the snout portion defines a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector.

21. (previously presented) The fuel injector remover of claim 20 further comprising a reduced diameter section attached to the first end of the snout portion and adjacent the tapered portion capable of extending into the counterbore of the cylinder head.

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22. (previously presented) A fuel injector remover for removing a fuel injector from a cylinder head of an engine comprising:

a prime mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the second end being attached to the prime mover and the first end defining a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector;

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second end removably engageable with the prime mover while the second end is engaged with the fuel injector, with the puller rod being movable by the prime mover from a first position where the first end of the puller rod is adjacent the first end of the snout portion to a second position where the first end of the puller rod is spaced from the first end of the snout portion for separating the fuel injector from the cylinder head; and

a threaded fastener for attachment to the second end of the puller rod after the second end has been inserted through a central bore defined by the snout portion and the prime mover, with the fastener being sized such that the puller rod is captured on the prime mover and within the central bore of the snout portion when the fastener is attached.

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23. (previously presented) A fuel injector remover for removing a fuel injector from a cylinder head of an engine comprising:

a prime mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the second end being attached to the prime mover and the first end defining a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector; and

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second end removably engageable with the prime mover while the second end is engaged with the fuel injector, with the puller rod being movable by the prime mover from a first position where the first end of the puller rod is adjacent the first end of the snout portion to a second position where the first end of the puller rod is spaced from the first end of the snout portion for separating the fuel injector from the cylinder head, the puller rod further comprising a hex-shaped outer surface for enabling a wrench to rotate the puller rod.

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24. (previously presented) A fuel injector remover for removing a fuel injector from a cylinder head of an engine comprising:

a prime mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the second end being attached to the prime mover and the first end defining a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector;

a reduced diameter section attached to the second end of the snout portion and adjacent the tapered portion capable of extending into the counterbore of the cylinder head;

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second end removably engageable with the prime mover while the second end is engaged with the fuel injector, with the puller rod being movable by the prime mover from a first position where the first end of the puller rod is adjacent the first end of the snout portion to a second position where the first end of the puller rod is spaced from the first end of the snout portion for separating the fuel injector from the cylinder head; and

an interface flange located between the prime mover and the snout portion, the interface flange defining a central cavity continuous with the central bore of the snout portion, the central cavity having a tapered portion sized such that the tapered portion prevents removal of the first end of the puller rod through the interface flange.



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25. (previously presented) A fuel injector remover for removing a fuel injector from a cylinder head of an engine comprising:

a prime mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the second end being attached to the prime mover and the first end defining a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector;

a reduced diameter section attached to the second end of the snout portion and adjacent the tapered portion capable of extending into the counterbore of the cylinder head;

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second end removably engageable with the prime mover while the second end is engaged with the fuel injector, with the puller rod being movable by the prime mover from a first position where the first end of the puller rod is adjacent the first end of the snout portion to a second position where the first end of the puller rod is spaced from the first end of the snout portion for separating the fuel injector from the cylinder head; and

an interface flange located between the prime mover and the snout portion, the interface flange defining a central cavity continuous with the central bore of the snout portion, the central cavity having a tapered portion sized such that the tapered portion prevents removal of the first end of the puller rod through the interface flange, the puller rod defining a tapered portion of generally the same angle as the tapered portion of the interface flange.